





## Shipping—Steamers.

## HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," ..... 2,363 tons ..... Captain H. D. Jones.  
 "POWAN," ..... 2,338 " ..... W. A. Valentine.  
 "FATSHAN," ..... 2,260 " ..... R. D. Thomas.  
 "HANKOW," ..... 3,073 " ..... C. V. Lloyd.  
 "KINSHAN," ..... 1,995 " ..... J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).  
 Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, and attention is drawn to their Superior Saloon and Cabin accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," ..... 1,995 tons ..... Captain G. F. Morrison, R.N.R.  
 Departures from Hongkong to Macao on week days at 2 P.M., except when otherwise notified by Express.  
 Sunday Special Excursions leaving Hongkong at 9 A.M., and a second departure about 7 P.M.

Note:—During the summer months the time of leaving fluctuates to suit the tide at Macao. See special summer time-table.  
 Departures from Macao to Hongkong on week days at 8 A.M. On Saturdays a second departure about 7 P.M. On Sundays about 4 P.M. (See special Express.)

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," ..... 2,19 tons ..... Captain T. Hamlin.  
 This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.

## JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDU-CHINA STEAM NAVIGATION COMPANY, LTD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," ..... 588 tons ..... Captain J. Wilcox.  
 "NANNING," ..... 569 " ..... C. Huchart.  
 One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., calling at Yunkai, Mahning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Dushing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

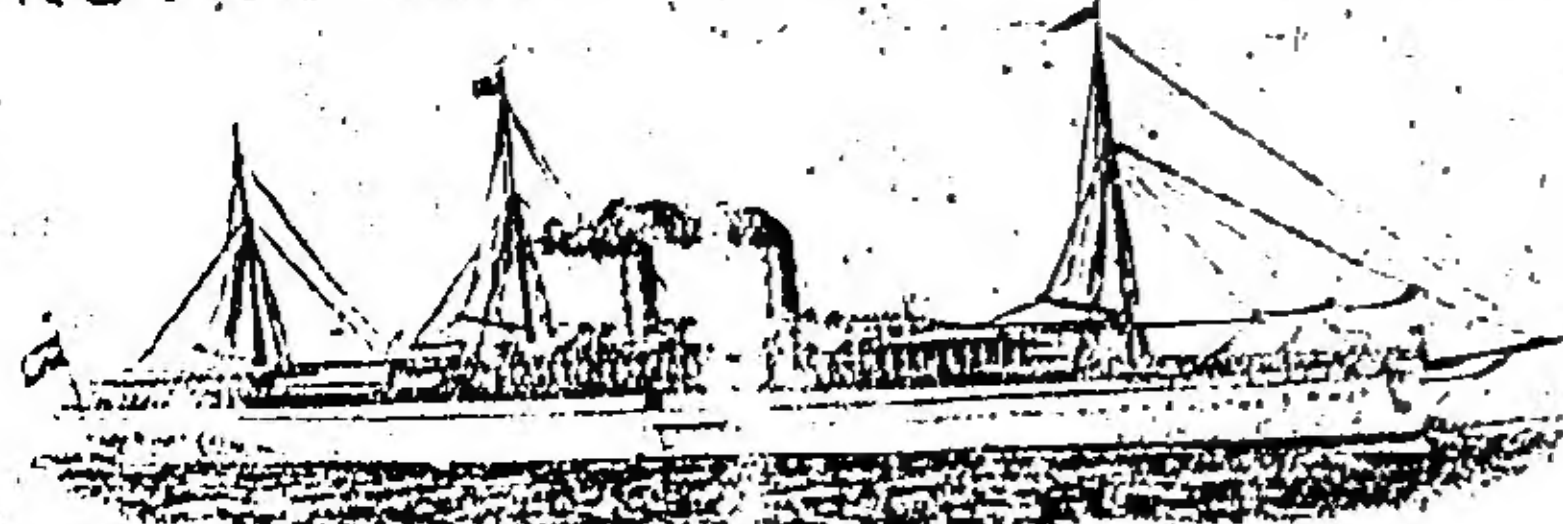
FARES:—Canton to Wuchow ..... Single \$15.00, Return \$25.00.  
 Canton to Tak Hing ..... Single \$12.50, Return \$21.00.  
 Canton to Samshui ..... Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—  
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,  
 Hotel Mansions, (1st Floor) opposite the Hongkong Hotel,  
 Or of BUTTERFIELD & SWIRE,  
 Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 2nd July, 1906.

## CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL TEAMSHIP LINE.



## Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Travel.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

(Subject to Alteration).

PROPOSED SAILINGS	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPRESS OF JAPAN" ..... 6,000		WEDNESDAY, July 11	August 1
"MONTEAGLE" ..... 5,500		WEDNESDAY, July 18	August 11
"EMPRESS OF CHINA" ..... 6,000		WEDNESDAY, August 1	August 22
"TARTAR" ..... 4,425		WEDNESDAY, August 8	September 1
"EMPRESS OF INDIA" ..... 6,000		WEDNESDAY, August 22	September 12

THE Quickest route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class ..... \$142. St. Lawrence £60. Via New York £62.

Hongkong to London, Intermediate on Steamers, and 1st Class Rail ..... £40. " " £42.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to—

Hongkong, 27th June, 1906. D. W. CRADDOCK, Acting General Agent, Corner Pedder Street and Praya, opposite Blake Pier. 13

## HONGKONG-MACAO LINE.

S.S. "WING CHAI,"  
 Captain T. AUSTIN, R.N.R.

THIS Steamer departs from Hongkong on Week Days and on Sundays at 7.30 A.M., and returns from Macao at 2.30 P.M., as on Week Days.

FARES:—Week Days, 1st Class, including Cabin and servant, Single \$3; Return Ticket, \$5; 2nd Class, \$1; 3rd Class, 50 cents.

## SUNDAYS ONLY.

1st Class—Single, \$1; with Cabin, \$2.  
 2nd Class—Return, \$2; with Cabin, \$3.  
 3rd Class—Single, 40 cents; Return, 60 cents.  
 Steerage—20 cents each trip.

All Meals can be supplied on Board at \$1 each Meal.

First Class Passengers, who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.

The Steamer is lit throughout by Electricity. The Steamer's wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG CO.  
 Hongkong, 22nd June, 1906. 17

## STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG CHOW" ..... 1,309 tons ..... T. R. MEAD.  
 "KWONG TUNG" ..... 1,238 tons ..... R. RAMSEY.  
 Leave Hongkong for Canton at 9 every evening (Saturday excepted).  
 Leave Canton for Hongkong about 5.30 o'clock every evening (Sunday excepted).  
 These Fine New Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.  
 Passage Fare—Single Journey ..... \$4.  
 Meals ..... \$1 each.

## ALSO

Excursions to MACAO every SATURDAY, at 6 P.M., and every SUNDAY at 8 A.M., returning on SUNDAY at 10 A.M. and 6.30 P.M.

FARES:—1st Class single \$1 with cabin \$2.00, return \$2 ..... 3.00.  
 2nd Class single \$0.80, return ..... 1.50.  
 Breakfast, Tiffin and Dinner \$1.00 each.  
 The Wharf in Hongkong is nearly in front of the new Western Market, opposite the old Harbour Office.

SHIU ON S.S. CO., LD., and  
 YUEN ON S.S. CO., LD.,  
 No. 8, Queen's Road West.  
 Hongkong, 2nd July, 1906. 18

## Trails.

## IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

## EUROPEAN LINE.

## STEAM FOR

SINGAPORE, PENANG, COLOMBO, ADEEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.  
 Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports.

## PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 11th July.
SEYDLITZ	WEDNESDAY, 18th July.
BAYERN	WEDNESDAY, 1st August.
PRINZ REGENT LUITPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.
PRINZ HEINRICH	WEDNESDAY, 26th September.
GNEISENAU	WEDNESDAY, 10th October.
PRINZ LUDWIG	WEDNESDAY, 24th October.
PRINZESS ALICE	WEDNESDAY, 7th November.
PREUSSEN	WEDNESDAY, 21st November.

ON WEDNESDAY, the 11th day of July, 1906, at Noon, the Steamship ROON, Captain G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port at above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 9th July, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 10th July, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 10th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61.00	\$42.00	\$22.00
Return	91.00	63.00	33.00
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.00	44.00	24.00
Return	97.00	66.00	36.00
TO NEW YORK VIA SUEZ:			
VIA NAPLES, GENOA OR GIBRALTAR	64.00	44.00	26.00
Return	115.00	79.00	47.00
VIA BREMEN OR SOUTHAMPTON	68.00	46.00	27.00
Return	123.00	83.00	49.00

In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltair and travelling to Bremen or Southampton overland the same rates to be applied as via NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

## TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE TO CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

## Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

## JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

## PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	Tons.	SAILING DATES.
PRINZ SIGISMUND	3,302	TUESDAY, 24th July.
WILLEHAD	4,763	TUESDAY, 21st August.
PRINZ WALDEMAR	3,227	TUESDAY, 18th September.

ON TUESDAY, the 24th day of July, 1906, at Noon, the Steamship PRINZ SIGISMUND, Capt. D. Lenz, with Mails, Passengers and Cargo, will leave this port as above.

The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

## RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	\$28.00	\$18.10	\$14.00	Return \$42.00	\$27.15
TO BRISBANE	\$30.00	\$18.00	\$14.00	Return \$54.00	\$36.00
TO SYDNEY	\$33.00	\$23.00	\$15.00	Return \$59.10	\$41.10
TO MELBOURNE	\$34.10	\$24.10	\$16.00	Return \$62.5	\$44.5
TO YOKOHAMA	\$30.00	\$20.00	\$14.00	Return \$50.00	\$32.00
TO KOBE	\$35.00	\$20.00	\$14.00	Return \$57.00	\$32.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

## THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97.00
TO EUROPE VIA AUSTRALIA AND AMERICA	96.00

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

## SAILINGS OUTWARDS.

## EUROPEAN &amp; AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT  
 SHANGHAI, NAGASAKI, } PRINZ REGENT LUITPOLD, WEDNESDAY, 18th July.  
 KOBE & YOKOHAMA }  
 SHANGHAI, NAGASAKI, } PRINZ EITEL FRIEDRICH, WEDNESDAY, 1st August.  
 KOBE & YOKOHAMA }  
 YOKOHAMA & KOBE } WILLEHAD, WEDNESDAY, 1st August.  
 \* Reaching Yokohama in less than 6 days.

## TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. S. Co. & O. S. S. Co., T. K. K. & from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH OR SOUTHAMPTON	\$62.00
TO BREMEN	63.00
TO PARIS VIA CHERBOURG	65.00
TO NAPLES, GENOA VIA GIBRALTAR	65.00

## NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,  
 AGENTS.

Hongkong, 5th July, 1906.

## Intimations.

## THE YOKOHAMA DOCK CO., LTD.

## No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft., bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

## No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft., bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launcher of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 506, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Ed.

Liebers, Sootts, A. I. and Watkins.

Yokohama, May 23rd, 1905.

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## "MINIMAX" HAND FIRE EXTINGUISHER.

MINIMAX SYNDICATE, LIMITED,  
 LONDON, NEW YORK, BERLIN, HAMBURG, PARIS, VIENNA, MILAN, COPENHAGEN.

ANTWERP, &amp;c.

## F. BLACKHEAD &amp; CO.,

LOCAL AGENTS.

The most effective of all Hand Fire Extinguishing Apparatus.  
 NO PUMPS. NO HOSES. AUTOMATIC.

Extinguishes Oil, Varnish, Kerosene Oil, Tar, Benzine.  
 Guaranteed to remain in working order for any length of time.

SIMPLEST HANDLING.

Drive in the Knob and the apparatus is in action immediately, sending Spray nearly 40 feet.

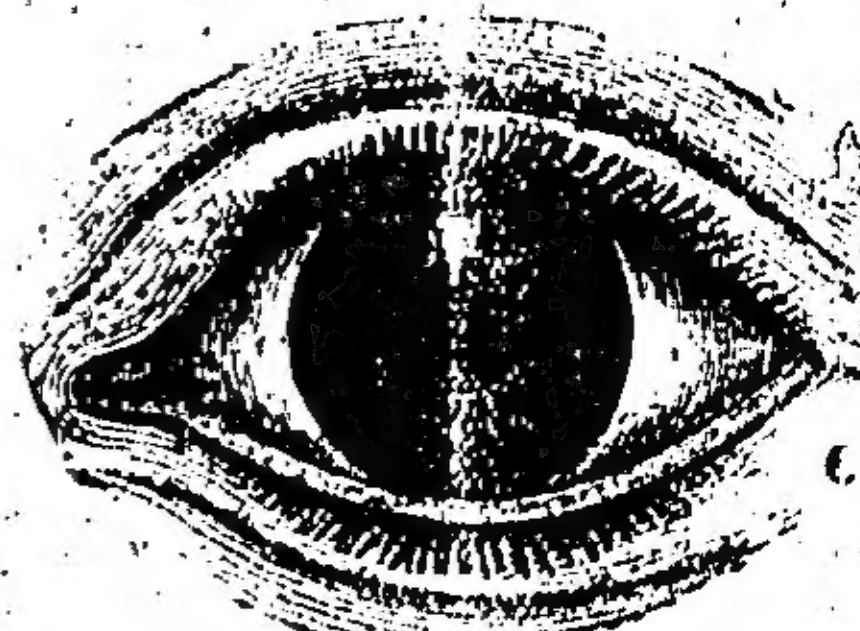
## IMPORTANT POINTS FOR CONSIDERATION.

Is Self-acting. Destroys all smoke. Can be used by anyone, even lady or child. Minimum of Price, Weight and Size. Always ready for immediate use. Requires only one hand to hold. Weight only 18 lbs. when full. Maximum of simplicity and effect.

## "MINIMAX"

Hongkong, 10th May, 1905.  
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## EYES RIGHT!



N. LAZARUS, OPHTHALMIC OPTICIAN,  
 8, PEDDER STREET, HONGKONG.

WILL test your eyes free of charge, and if they are wrong will put them right:

Lenses Ground. All kinds of Repairs. Spectacles for all requirements. Ask, or write, for Illustrated Booklet on "Defective Sight"—free.  
 LONDON, CALCUTTA, SHANGHAI,  
 21, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.  
 Hongkong, 27th November, 1905. 148

## WEST RIVER BRITISH STEAMSHIP CO.

## HONGKONG-KONGMOON AND KAUKONG LINES.

## S.S. "TAK HING."

SAILS every SUNDAY, TUESDAY, and THURSDAY, at 7 P.M., for the above Ports. THE ROUND TRIP OCCUPIES ONLY 36 HOURS.

## HONGKONG-WUCHOW LINE.

## S.S. "LINTAN" and S.S. "SAN-UI."

SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS. THE steamers sail from HONGKONG to SAMSHUI, SHUHIING, TAKHINA and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip ..... \$30.  
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—

BUTTERFIELD & SWIRE,  
 AGENTS,  
 WEST RIVER BRITISH S.S. CO.,  
 HONGKONG.

Hongkong, 23rd December, 1905.

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## JAVA-CHINA-JAPAN LIJN.

REGULAR THREE-WEEKLY SERVICE

BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJILIWONG	JAVA	First half July	JAPAN VIA SHANGHAI	First half July
TJIMAH	JAPAN	First half July	JAVA PORTS	First half July
TJIPANAS	JAPAN	Second half July	JAVA PORTS	First half August
TJILATJAP	JAVA	Second half July	JAPAN VIA SHANGHAI	First half August

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to  
 THE HEAD AGENCY  
 OF THE  
 JAVA-CHINA-JAPAN LIJN.

Telephone No. 375,  
 YORK BUILDINGS, 1st Floor.  
 Hongkong, 19th June, 1906.

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**Intimations.**

# Powell's

**ARTISTIC FURNISHERS.**

**PRESENT DAY DESIGNS FOR LOCAL REQUIREMENTS.**

**ESTIMATES**

and **DESIGNS**

FOR **PRIVATE**

**RESIDENCES**

OR **PUBLIC INSTITUTIONS**

FREE ON APPLICATION.

**LETTER and COAST ENQUIRIES**

**HAVE OUR PROMPT ATTENTION.**

'Phone: 346.

Télé: "POLO,"

Hongkong.

**WM. POWELL, LTD.,**

**ALEXANDRA**

**BUILDINGS,**

Des Vaux Road.

Hongkong, 20th June, 1906

**Intimations.**

**K. A. J. OHOTIRMAI & CO.,**  
8, D'ARQUIER STREET.

**NEWLY OPENED SILK STORE.**

**Indian, Chinese and Japanese Silk Goods.**

**Just Arrived.**

SOCKS (Linen) LADIES' AND GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.

SILK KIMONOS, LADIES' BLOUSES AND SHAWLS.

SANDALWOOD-BOXES (INLAID).

HANDKERCHIEF BOXES, GLOVE BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA KROMES.

MANDARIN COATS, COTTON SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 18th May, 1906

**THE TRADE MARKS ORDINANCE, 1898.**

APPLICATION FOR REGISTRATION OF TRADE MARK.

NOTICE is hereby given that M. A. CORDEIRO BRAGA, of Rio de Janeiro, Brazil, has, on the 8th day of June, 1905, applied for the registration, in Hongkong, in the Register of Trade Marks of the following Trade Mark:—

The representation of a Fancy Shield, with a Star on the top, over a shield, and the name "PAULO CORDEIRO" in the name of M. A. CORDEIRO BRAGA, who claims to be the sole proprietor thereof.

The Trade Mark has been used by the applicant in respect of the following goods:—

SNUFF IN CLASS 45.

A facsimile of the Trade Mark can be seen at the Office of the Colonial Secretary of Hongkong.

Dated the 5th day of May, 1906.

DENNIS & B. WLEY, Solicitors for the Applicant.

**NOTICE.**

WE hereby beg to notify our Customers that we CANNOT ACCEPT MORE THAN TWO DOLLARS in Subsidiary Coins in payment of your accounts AND OUR SHROFFS HAVE BEEN INSTRUCTED TO ADHERE STRICTLY TO THIS RULE.

A. S. WATSON & CO., LD., Hongkong, 3rd July, 1906.

**NOTICE.**

THE HONGKONG & CHINA GAS CO. beg to notify the public that:—

(A) NO SUBSIDIARY CHINESE OR JAPANESE COINS can be accepted in payment of accounts due to the Company, and

(B) HONGKONG COINS can only be accepted in amounts of \$1 or under.

GEORGE CURRY, Local Secretary.

Hongkong, 27th June, 1906.

**A. CHAZALON & CO.**

**JUST UNPACKED.**

A NEW Consignment of the following:—

ANCHOVY (Norwegian) in Kegs.

SALMON DELICES " "

SALTED HERRINGS " "

MACKARELS " "

GERMA SAUSAGES in Tin (Assorted).

in Skins.

ASPARAGUS.

VEGETABLES (Assorted).

FRENCH FRUITS IN SYRUP (Assorted).

STUFFED OLIVES.

ANCHOVY IN OIL (Bottles).

ALSO.

PASCALL'S ASSORTED SWEETS AND TOFFEE.

Hongkong, 12th May, 1906.

**F. BLACKHEAD & CO.,**

SH CHANDLERS, SAILMAKERS

COAL AND PROVISION MERCHANTS, NAVAL CONTRACTOR

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR, ST. GEORGE'S BUILDING, HONGKONG.

SOAP AND SODA MANUFACTURERS.

**SOLE AGENTS FOR**

HARTMANN'S RAHTIEN'S GENUINE COMPOSITION RED BRAND, HARTMANN'S GREY PAINT, DAINLERS PATENT MOTOR LAUNCHES.

SOLE AGENTS FOR

FERGUSON'S SPECIAL CREAM

P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.

**REASONABLE PRICES.**

Hongkong, 7th March, 1905.

**Auction.**

**PUBLIC AUCTION.**

THE Undersigned have received instructions from the Official Receiver, to sell by **PUBLIC AUCTION,**

**TO-MORROW,**

the 6th July, 1906, at 11 A.M., at First Floor, No. 4, Queen's Road Central, Bankruptcy No. 14 of 1906, **CHOW DART TONG, THE GOODS AND CHATTELS** of the above-named Bankrupt, comprising—

AMERICAN ROLL-TO-PRESS, WRITING TABLES, PIGEON HOLES, COPYING PRESS, COUNTERS, &c., &c., &c.

At 30

TWO IRON SAFES (One by Chubb's).

TERMS:—As usual.

**HUGHES & HOUGH,** Government Auctioneers.

Hongkong, 5th July, 1906.

**Notice of Firm.**

**NOTICE.**

WE have this day authorized Mr. HANS A. SIEMSEN to Sign our firm Per-Procuration.

**SIEMSEN & Co.,**

Hongkong, 1st July, 1906.

**To Let.**

**TO LET.**

"HAYTOR," THE PEAK, Immediate Possession.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLIFTON GARDENS, Conduit Road.

A HOUSE in RYON TERRACE, FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st June, 1906.

**TO LET.**

NO. 15, KNOTSFORD TERRACE, KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 30th December, 1905.

**TO LET.**

GODOWN No. 3, NEW PRAYA, Kennedy Town.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 27th June, 1906.

**TO LET.**

NO. 16, HOLLYWOOD ROAD, and 2, OLD BAILEY.

Apply to—

ARRATON V. APCAR & Co., 45, Wyndham Street.

Hongkong, 2nd July, 1906.

**For Sale.**

**GREEN ISLAND CEMENT COMPANY, LIMITED.**

**PORTLAND CEMENT**

In Casks of 375 lbs. net \$4.75 per Cask ex Factory.

In Bags of 250 lbs. net \$2.80 per Bag ex Factory.

SHEWAN, TOMES & Co., General Managers.

Hongkong, 10th September, 1905.

**FOR SALE.**

WELSBACH'S IN-DOOR & OUT-DOOR 4-LIGHT GAS ARC LAMPS.

Do. BOXED LIGHTS.

Do. HAMP LAMPS.

Do. MANTLES, CHIMNEYS, GLASS, SHADES, &c., &c., and INCANDESCENT GASOLINE LAMPS of all descriptions from best makers.

NAPHTHAOL the best kind for GASOLINE LAMPS and GASOLINE LAMP.

Do. OILS, kept in stock.

**TAI KWONG CO.,**

109, Des Vaux Road Central.

Hongkong, 3rd July, 1906.

**COLD STORAGE.**

THE HONGKONG ICE COMPANY, LTD. have now 40,000 Cubic feet of COLD STORAGE available at EAST POINT. Stores will be open at 10 A.M. and 4 P.M. daily, Sunday excepted, to receive and deliver perishable goods.

**WM. FARLANE, Manager.**

Hongkong, 22nd June, 1905.

**THE HONGKONG TELEGRAPH.**

**THE HONGKONG TELEGRAPH.**

**POSSIBLE PLIGHT OF THE LOWER MIDDLE CLASSES.**

There is nothing new in the fact that the small shopkeeper, the clerk, and the struggling lodging-house keeper, who may be taken as typifying the great lower middle class, are cruelly dealt with. For long they have been in a sense political and municipal outlaws. Parliament pays no heed to them, and every rating authority considers them to be fair game for plunder.

But lately new forces which can easily be traced have been at work, and their distress (as they would themselves proclaim in the thousands) is to-day infinitely more acute than it has ever been before. Their life is simply an unending struggle to make both ends meet; to pay the rent that seems ever to be rising; to pay the rates which have become calamitous; to educate their children and also contribute to the cost of the education of the classes below them, and to provide food and clothing. They can afford no holidays, and the possibility that illness with its loss of wage and attendant expense should befall them is a terror in the bare thought. Times with them have gone from bad to worse, and for the reason, as I will shortly show, that the incidence of national poverty is shifting and is falling upon them.

**WHO ARE THE REAL POOR?**

Poverty is a relative term. A cake may be very poor at 25,000 a year, and a wretched wretch long objects to work may be exceedingly comfortably off in the workhouse. There would be terrible poverty in our slums and mean streets were there not numerous agencies for their relief. Poverty relieved is no longer poverty. Never in the history of the world has so much been done in any country as is being done to-day to secure for every man, woman, and child in the poor districts of our land the necessities of life. We go further and give free education, and where the State and the poor law leave off highly organized private munificence steps in and goes further still. This is because for years public attention has been focussed on these districts, and these who dwell there have been variously acclaimed as the "poor of the poor" and even "the submerged tenth."

But in the relief of poverty it is very easy to make others poor. The heavy financial obligations which the State and the poor law incur to relieve one section of the community have to be borne by the other sections. Some may well be able to bear them, but those who can just manage by dint of incessant toil and struggle to keep their own heads above water will sink if they are compelled to support another. How much more so when the State-directed march of Alkman develops? "You are your brother's keeper" was the first injunction to the already oppressed lower middle class and those above them. Now it is: "You are your brother's educator; your brother wants free libraries; your city wants fine streets and grand buildings; your councillors wish to try their luck as municipal traders;" and so on interminably.

**A DEBACH OF EXPENDITURE.**

Lastly, here in London your beloved county councillors want a million and a half and more to make themselves comfortable as near to the Houses of Parliament as possible. Now, is there any sign that the limit has been reached? Indeed, everything suggests that we are merely at the beginning of a debauch into the most riotous and profligate expenditure of public money.

And it should be remembered that these crushing burdens fall on the lower middle class at what even without them is a most critical period. Are not our elderly clerks suffering severely from the keen competition of smart juniors? And do not our small shopkeepers have to strain every nerve to keep a bare foothold in face of the onslaught of co-operative stores and the great establishments which cheap and rapid means of transit have brought to almost every one's door?

Not only are the burdens increasing and the ability of the lower middle class to meet them decreasing, but the number of the richer contributory ratepayers is decreasing too. More and more are the well-to-do tradesmen and merchants removing to the suburbs and the country, and in the province everyone who has a thought for his pocket seeks to dodge the greater onslaught by living outside city limits. Many of these factors are recent developments, and in conjunction with other causes with which I will deal they have reduced the position of the lower middle classes to one of desperation. I do unhesitatingly claim that the burden of poverty shifting, and that the classes championing are fast becoming the real "poor" of our people.

**THE WORKING MAN FOR "HIMSELF."**

The great "working class" in a large measure escapes the brunt of this expenditure. As a result of his highly developed organization the working man has not only been able to extort higher wages from capital, but he has also obtained from the "powers that be" numerous concessions. Special housing facilities, cheap workmen's trains and trains are only a few instances. He has thrown off his own shoulders, too, the burden of the education of his children, and, judging by the signs of the times, his voting power is a lever which will not only always guarantee his comfort, but which threatens to make his class a privileged one. Until he is wisely led and wholly comfortable he will play for his own hand, and will close his eyes to the fact that he is only a part of the great body corporate.

As for our rich men, wealth is an organization in itself. For instance, were the investing classes to fight shy of London County Council all the orators and canvassers in the metropolis could do in a year. The prodigal has come home too often to find fatted kine waiting for him in the City.

**THE SOLUTION.**

Meanwhile the lower middle classes must be organized. They have not a single avowed champion in Parliament. In local life they allow things to drift. Class legislation is bad, but class protection is a vital necessity in these "catch-as-catch-can" times. A class that remains unorganized will always have the worst of the deal.

It is obvious that there must be a national middle class movement with an association in every constituency and a central body in London to direct and advise on matters of general import. The institution should be unfettered by non-political and should strenuously oppose all candidates, Parliamentary or otherwise, who decline to support its programme. Its larger opportunity should be in local affairs. Not that it should for an instant be a mountain in the path of true progress, but surely the time has come when local authorities should be taught that many schemes which may be good in themselves are inherently bad if we cannot afford them. We should all like to have motor-cars, but most of us have to be content with bicycles. Besides, there has been much, too much, out-and-out gambling with public money.

**G. E. RAINE, in Daily Mail.**

**Intimations.**

**CONFIDENCE**

said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

**WAMPOLE'S PREPARATION**

has won its high reputation among medical men, and the people of all civilized countries. They trust it for the same reason that they trust in the familiar laws of nature or in the action of common things. This effective remedy is palatable as honey and contains all the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. It quickly eradicates the poisonous, disease-breeding acids and other toxic matters from the system; regulates and promotes the normal action of the organs, gives vigorous appetite and digestion, and is infallible in Prostration—following Fevers, Anemia, Scrofula, Influenza, Wasting Diseases, Throat and Lung Troubles, etc. Dr. W. A. Young, of Canada, says: "Your tasteless preparation of cod liver oil has given me uniformly satisfactory results, my patients having been of all ages." It is a product of the skill and science of to-day and is successful after the old style modes of treatment have been appealed to in vain. To try it is to trust to it forever after. It cannot disappoint you and is effective from the first dose. Sold by chemists everywhere.

**CURTIS BROS. 5 CASES GAMING MACHINERY ARRIVED HONGKONG PER S.S. "ESANG."**

FROM CHEFOO, 21st JULY, 1905.

CONSIGNED TO MESSRS. E. H. MURRAY & CO.

**NOTICE** is hereby given that the above Cargo at present lying unclaimed in the Godowns of the Undersigned, will be SOLD by PUBLIC AUCTION by Messrs. HUGHES & HOUGH, at their Auction Rooms in Ice House Street, at 11 A.M. on FRIDAY, 13th July, 1906, unless the same are previously taken delivery of by Consignees, and the charges incurred paid.

**JARDINE, MATHESON & Co.,** General Managers.

Indo-China S. N. Co., Ltd.

Hongkong, 29th June, 1906.

**HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED.**

**NOTICE** is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Registered Office of the Company, Alexandra Buildings, Des Vaux Road Central, Victoria, Hongkong, on SATURDAY, the 14th day of July, 1906, at 12 o'clock Noon, for the purpose of passing the following Resolutions pursuant to the Order dated the 28th day of March, 1906, made by the Supreme Court of Hongkong in its Original Jurisdiction in Action No. 371 of 1905:

1. That the Special Resolution being the Fourth in Number passed and confirmed at Extraordinary General Meetings of this Company held on the 3rd and 20th days of June, 1905, respectively, together with all Agreements entered into thereunder and particularly the Agreement in writing bearing date the 18th day of October, 1905, made between this Company and its Liquidators (John D. Humphreys & Son) of the one part and the High Tramways Company, Limited, of the other part be and the same are hereby rescinded.

2. That the Draft Agreement submitted to this Meeting and expressed to be made between this Company and its Liquidators of the one part and the "Peak Tramways Company, Limited," of the other part be and the same is hereby approved and that the said Liquidators be and they are hereby authorized and empowered to sign and execute the said Agreement and to carry the same into effect with such (if any) modification as they may think expedient.

Should the above Resolutions be passed by the requisite majority they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

**JOHN D. HUMPHREYS & SON,** General Managers.

Dated 2nd July, 1906.

**FURNITURE WAREHOUSE.**

**LI KWONG LOONG & CO.,**

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

at No. 35, DES VAUX ROAD CENTRAL.

The only Shop in Hongkong with this name.

**WHERE HIGH-CLASS FURNITURE** of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

**AN INSPECTION INVITED.**

Hongkong, 1st March, 1906.

**THE HONGKONG TELEGRAPH.**

**Intimations.**

**THE POPULAR SCOTCH "BLACK & WHITE"**

**JAMES BUCHANAN & CO.**

SCOTCH WHISKY DISTILLERS.

By Appointment to

**H. M. THE KING**

and

**HRH THE PRINCE OF WALES**

Supplied at all the LEADING CLUBS

and HOTELS, and to be obtained from

the principal Stores.

**TUBORG BEER.**

A FIRST CLASS PILSENER BEER

guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

**SIEMSEN & CO.**

Hongkong, 10th January, 1905.

**THE WINE GROWERS SUPPLY CO.**

**SYRUPS.**

Gum ..... p.c. 1/2 doz. \$1 p. 1/2 doz.

Grenadine ... p.c. 1/2 doz. \$1 p. 1/2 doz.

Raspberry ... p.c. 1/2 doz. \$1 p. 1/2 doz.







## TELEGRAMS.

## "HONGKONG TELEGRAPH" SERVICE.

## THE HINCHENG HUNG.

## INSURGENTS HOLD THE TOWN.

(From Our Own Correspondent.)

Shanghai, 5th July.  
2.05 p.m.

The attempts by the Imperial troops to re-capture Hincheng have, so far, proved unsuccessful.

The insurgents are still holding the town.

(Reuter's.)

## The Education Bill.

LONDON, 3rd July.

The Government majority fell to 16 on a Liberal amendment, practically negating clause No. 6, which compels attendance at secular instruction only.

The minority included Sir Henry Fowler, Mr. James Bryce, Mr. Buxton, and Mr. Whiteley.

The clause was adopted by 294 to 247.

The Government left their followers a free hand.

## Russia.

The Duma yesterday drafted and passed a Bill abolishing capital punishment after a stormy debate, in which the objections of the Ministers were met with cries of "executioners," "brigands," "assassins."

Later.

The Russian Government announced a plan to hand over to the peasants the arable Crown lands on easy terms, and to promote emigration to Siberia and Central Asia.

## Fighting in Natal.

The Colonials, under Col. Barker Mackenzie, attacked the rebels, estimated at 8,000, at dawn yesterday.

Heavy fighting is proceeding. Messia's kraals are in flames, and a complete victory to the Natalians is practically assured.

## The Ecclesiastical Commission.

In reference to the report of the Ecclesiastical Commission, the Archbishop of Canterbury has issued an urgent appeal toward a situation which has become well nigh intolerable, and exhorts Churchmen to courageous action regarding the reconstruction of the Ecclesiastical Courts and the adoption of a new Rubric.

(Japan, Advertiser.)

## A San Francisco Scandal.

SERIOUS CHARGES OF FRAUD AGAINST RELIEF COMMITTEE.

San Francisco, 21st June.

A nasty scandal has been started in this city by an action in the courts, brought by a number of refugees against the Citizens' Relief Committee. It is alleged that grafting and fraud have been carried on to a considerable extent in the handling of relief supplies which have been pouring in from all over the country, and that several members of the Citizens' Relief Committee have taken advantage of their friends.

## BELLIOS PUBLIC SCHOOL.

AWARD OF MR. BELLIOS'S PRIZES.

In connection with the recent visit of Mr. R. E. Bellios, and his generous offer of a set of prizes for the best compositions sent in by the different classes at this school, an examination has just been held by the Inspector of Schools, and awards have been made as follows:

1st Class: Wan Shuk Ching—A volume entitled "From Cradle to Crown," by J. E. Vincent, Louisa Grace Ahlberg—Do. Do. \* Equal.

2nd Class: Flora Maria Rosling—"Great Pictures in Private Galleries."

3rd Class: Kwan Yin Yau—"From cradle to Crown."

4th Class: Chau Fung Wa—"Pictures by Lucy Kemp Welch." In the Open Country.

5th Class: Phyllis Mabel Mooney—"Pictures by Modern Painters," by J. R. Miller.

Mr. Irving this morning kindly handed the beautiful volumes to the prize takers and congratulated them on their success.

A vote of thanks to him, for presiding, concluded the proceedings.—Contributed.

## THE JAPANESE ARMY.

QUESTION OF RE-ORGANISATION.

On the 22nd ult., the first meeting was held of a Committee appointed by the Government for investigating the re-organisation of the Army. In addressing the meeting General Nishi, Chairman of the Committee, said that improvement of army efficiency was effected from time to time in Europe and America, according to circumstances. In Japan too the work had not been neglected in the past, necessary improvements being effected from time to time, as considered advisable from practical experience. The late war with Russia taught them many great lessons, which necessitated the formation of the Committee now sitting. Many suggestions were submitted in regard to the improvement of Army efficiency, and the Committee was invited to examine all the evidence before it and draw up a report. The meeting adjourned after considering the procedure to be followed.—Japan Chronicle.

## SHIPPING COMPETITION.

N. Y. K. L. &amp; S.

When two nations go to war, no matter for what cause, there always enter a number of considerations—of tragedy, of romance, of heroism, which throw a glamour over the struggle. In the end the original issue which precipitated the conflict frequently becomes obscured in the fringe of the national imagination by the sadness and the glory whether of victory or defeat. Far be it from us to declare, with the detached philosopher, that all war is a blunder and avoidable; the time is not yet ripe for generalisations in regard to human nature. But it is not amiss to remark that when a war has been fought to its finish of exhaustion for one or both, and the belligerents come to count up the results, they usually discover an easy solution to differences which previously appeared irreconcilable, and ten years later historians are wondering that the rivals found it necessary to fight at all.

Commercial warfare takes place under less alluring conditions, for there the sentimental element, which weighs more than anything else in a struggle of nations, is entirely absent. There are codes of honour to be observed, of course, but the question at issue is never in doubt, and a money prize, large or small, is the reward of victory. The outsider is mainly interested because, whichever of the fighters loses, the onlooker stands to gain, without any inconvenience or expenditure of his own. This is especially the case in a war of shipping freights such as is just beginning in these waters between two great shipping companies, Messrs. Butterfield & Swire, and the Nippon Yusen Kaisha. A wholesale reduction, in rates of passage money and freights temporarily, to Japan, up and down the Yangtze, and along the coast, is the immediate prospect on this declaration of hostilities and the shippers and holiday makers will light-heartedly avail themselves of these benefits, careless who bears the immediate loss. Yet in the long run the unhealthy abnormal conditions produced by an industrial conflict must react more or less on the community at large. Cut-throat competition is eventually as demoralising to trade generally as the operations of monopolies and trusts.

According to the N. C. D. News, the causes which have brought about the present struggle are plain. With its fleet entirely freed from Government service the Nippon Yusen Kaisha has to seek fresh outlets for its energies and enterprise. The foreign firms on their part have also an abundance of tonnage on hand and have no disposition to lay up their ships or be driven off the roads they have worked for years past. In its early days the Japanese company appears to have met with some rebuffs from foreigners already established and the wound has possibly rankled, but this alone is not the cause of present-day competition, though it may account for some of the bitterness which has been imparted to it. A recently published statement by Mr. S. Iwanaga, the managing director of the Nippon Yusen Kaisha, has been much commented on in Japan, since its appearance in an English translation, and the violence of its language makes comment inevitable. There is reason to believe that a touch of exaggeration has been introduced into the translation, which did not exist in the original, but the general intention is palpable. In a manifesto, on the eve of hostilities, it is declared that the Japanese company has been "full of sound and fury," and that it is merely "full of sound and fury," Messrs. Butterfield & Swire, against whom the manifesto is principally directed are, we imagine, not the least "ignorant of the N. Y. K. capacity" while seeing that they were willing to stand by and assist the Japanese firm all through the recent war with Russia, it is a little difficult to understand how it comes about that they have "to be induced to pay respect to the Japanese mercantile flag." But, as we have said already, statements like these need not be taken too seriously; their value is not in the utterance that "it is the duty of the N. Y. K. to check the arrogance of foreign steamers to the East of Suez." The duty of the N. Y. K., if they will permit us to say so, is to continue to build up, for the benefit of their shareholders, the magnificent business they have successfully established. And when all is done the British flag, we venture to think, will still be seen somewhat in these waters in keen, if not deadly, rivalry.

To deal, however, with the material facts of Mr. Iwanaga's statement, it shows that sharp competition between the Nippon Yusen Kaisha and foreign companies now exists on four principal lines: the Swatow-Hankow, where they have thrown down the challenge, with chartered steamers, to the Nord-Deutscher Lloyd, for whom Messrs. Butt & Field and Swire are the agents; the Shanghai-Yokohama line, on which Messrs. Butterfield and Swire have placed the three steamers which were chartered to the N. Y. K. for this run during the war; the Australian line, where there has been an arrangement hitherto subsisting between the three companies running, viz., the Nord-Deutscher Lloyd, the China Navigation Co. and the Eastern and Australian Co., and lastly on the Yangtze, where the N. Y. K. have for some time had the service formerly operated by Messrs. George McBain. The principal interest, however, in the struggle for the first two lines of those mentioned. A considerable grievance is being made in the Japanese press of the fact that Messrs. Butterfield and Swire have seen fit to maintain their three steamers on the Yokohama run, and the fierce energy with which the N. Y. K. have thrown themselves into resistance here, by ordering practically every steamer they have available to call at Shanghai, shows that this is the source of the whole difficulty. The plea seems to be set up that the purchase by the Japanese company of the rival Pacific Mail service for \$800,000, made this a "sphere of influence," anyone cutting into which must receive a "deadly blow." It is only to be expected that the N. Y. K. will do their best to retain their monopoly, and make use of all the peculiar advantages they have to crush out competition, but in view of their entry into the Bangkok-Swatow service, they cannot claim to have a legitimate grievance. The Japanese company is, in fact, entering into competition with other lines in all parts of the world, and must expect competition to return. It is purely a matter of business, and in spite of the hysterical claims of some of the Japanese newspapers, the indiscretions of Mr. Iwanaga's statement, we believe that is how both companies regard it.

## THE YOKOHAMA ARSON CHARGE.

JUDGMENT RESERVED.

In the criminal division of the Yokohama District Court, the *Japan Herald*, before Judge Satomi the public trial was resumed on 22nd ult. of Takahashi Kikichi, naturalised Japanese (formerly F. J. Curtis, a British subject), charged with arson. Public Prosecutor Satomi conducted the prosecution, and Mr. Ideura appeared for the defence.

To a question of Mr. Ideura accused stated that at the time of the fire he reported it to the police station, to have the cause of the fire investigated.

Mr. Ideura asked the Court to re-examine the accused's two servants to confirm the statement of the accused.

The Public Prosecutor raised no objection to the examination; but the Court over-ruled the application as unnecessary.

The Public Prosecutor, in opening the prosecution, stated that it was clearly established by the evidence before the Court that on April 16th a fire broke out on the accused's premises, and that it was put out by the servants of the accused and others. It was also clearly proved that it was a case of arson, by the presence of burnt matches, and tugs saturated in kerosene oil, etc. The fire broke out in the bath-room, where the fire had been put out after the bath had been used. The presumption was that the bath-room was purposely set on fire by some one inside the house. The presumption was strengthened by the discovery of kerosene oil spilt over the floor in the bath-room and study.

Buxton, who lived with the defendant, deposed that he did not go to any other room on that day, and his statement was corroborated by other witnesses. Under the circumstances it was naturally surmised that the accused had himself committed the deed. Moreover, he was seen in the store-room before the fire broke out, and the servants found the kerosene oil kept there considerably decreased on the following day. The motive of the accused was, it may be presumed, to obtain the ¥2,000 for which his furniture was insured, to cover a deficit in his finances.

Mr. Ideura stated in defence that the prosecution was based on the mere presumption that the accused had attempted to commit arson, for a sinister purpose, but there was no direct evidence to prove it. In his opinion, the action was committed from outside, as an inspection of the premises showed. The outside of the bath-room was more charred than within. Kerosene oil was presumably attached much importance to the statement of the servants that the oil kept in the house was considerably decreased the following day, but considering that the tin of kerosene oil was bought on the 23rd March and the fire broke out on the 16th of the next month, there could not be left much of the oil, since a tinful of the oil was usually consumed in the household of the accused. The Public Prosecutor had stated that there was no entrance to the bath-room but by the servants' quarters, but, in fact, access to the premises could be obtained from all directions outside. It was therefore not unnatural to presume that some one had access from the outside to commit the deed. The Public Prosecutor had laid emphasis on the financial position of the accused. Investigations, however, showed that the accused was in a position to have about ¥100 in hand after paying his household expenses, etc. It was also stated in the indictment that the furniture was insured for more than it was worth, but this argument was unsustainable, as it was appraised by the valuers at between ¥800 and ¥1,200. Moreover, the accused was taking dinner at the time the fire occurred. If the accused really intended to commit arson, he would have chosen the night time when it could be easily discovered and put out. In short the prosecution was based on mere presumption, with no substantial evidence to bring home the deed to the accused. For this reason the accused should be acquitted of the charge.

Judgment was reserved.

## WATER RETURN.

Level and Storage of Water in Reservoirs on the 1st July.

	1905.	1906.
Tytan	61' below	81' below
Byewash	11' 11" below	25' 6" below
Pokfulum	0' 31" below	0' 6" below
Wong-nei-chong	3' 7" below	25' 2" below
	LEVEL.	LEVEL.
Tytan	338,780,000	278,470,000
Byewash	8,107,000	1,297,000
Pokfulum	65,170,000	64,920,000
Wong-nei-chong	25,819,000	6,548,000
Total	438,176,000	351,207,000

Consumption of Water in the City of Victoria and Hill District during the month of June.

	1905.	1906.
Consumption	136,659,000	113,695,000 gallons
Estimated population	228,900	233,700
Consumption per head per day	19.9	16.2 gallons

Universal constant supply during the whole month of June, 1906. Rider Mains in operation during the whole month of June, 1906 in the Central and Western Districts.

Constant supply to the other Districts.

Consumption of Water in Kowloon Peninsula during the month of June.

	1905.	1906.
Consumption	20,356,000	15,694,000 gallons
Estimated population	73,950	79,650
Consumption per head per day	9.2	6.6 gallons

The Government Analyst reports that the water is of excellent quality.

W. CHATHAM, Water Authority.

INSPECTOR of Cargo Boats Rocha placed the master of an unlicensed cargo boat before Mr. H. J. Compens, at the Magistracy this morning, on a charge of leaving the harbour on the 3rd instant without taking out a port clearance or being in possession of a special permit from the Harbour Office. The defendant pleaded guilty, averring that he was new to the Colony and begged to be given a chance. His Worship imposed a penalty of five dollars.

## THE TOURIST TRAFFIC IN JAPAN.

SOME INTERESTING FIGURES.

Now that the tourist traffic is engaging the attention of public men it would be interesting to remark the *Chugai Shogyo*, to look into the number of tourists, during the past few years, and the probable amount of money they have spent in Japan. The returns for the last four years are as follows:

	Oriental.	Occidental.	Total.
1902	4,950	8,759	13,709
1903	6,418	8,810	15,228
1904	8,621	6,026	14,647
1905	9,337	7,293	16,630
1906 (to April)	4,416	4,558	8,974

From the rate of the increase and decrease of Occidental and Oriental tourists as shown above may be seen the effect the war has had upon the tourist traffic. The diminution in the number of visitors in 1904 as compared with 1903 is attributable to the war. A slight increase is noticeable in 1905 over 1903, apparently in consequence of the disturbed state of affairs at that time, which was only settled during the second half of the year. Regarding the comparison between Occidental and Oriental visitors it will be seen that the number of the latter has been steadily on the increase since 1902, whereas the number of Occidentals in 1904 showed a decrease to 1903 which was continued in 1905. Chinese and Koreans, who were evidently less apprehensive, were attracted in increasing numbers to Japan, owing to the reputation she gained by the war, while the risks incidental to war-time deterred Europeans from coming.

The tables have, however, been turned this year. The respective numbers of Occidental and Oriental tourists, up to the end of April last, resumed almost a similar ratio to that which prevailed before the war. Altogether the total number of visitors during the first four months of the year was more than half the number for the whole of last year. If the stream of tourist traffic continues in this proportion for the remainder of the year, it will show an increase of nearly 80 per cent. over that of last year. Of the Oriental visitors Chinese represent more than 90 per cent. of the whole. As regards the Occidentals who visited Japan up to April, the following classification is made:—Americans, 1,700; Germans, 318; Russians, 1,150; French, 93; British, 1,094; and other nationalities, 161.

According to investigations made by the Department of Finance the total amount of money spent in Japan by tourists and others in 1903 is estimated at ¥8,708,000; ¥15,603,000 in 1904; ¥18,850,000 in 1905; and ¥16,354,000 in 1906 (up to April). The average expenditure of each Oriental visitor is put at ¥736, and of Occidentals at ¥1,823. From the total number of visitors a reduction of 50 per cent. is made for the purpose of calculating the amount of their expenditure in Japan. Of course, this calculation is by no means accurate, but may be considered to be approximately correct. Thus, with the exception of 1904, the tourist traffic benefited the country in the extent of nearly 20 million yen during the past few years. The estimated expenditure for the first four months of this year is over 10 millions, and at this rate the total for the year will reach upwards of 30 millions. From these figures, concludes the Tokyo Journal, the importance of the tourist traffic may well be imagined.—Japan Chronicle.

## THE MEAT PACKING SCANDAL.

HOW "POTTED HAM" IS MADE.

In the report dated Washington, June 4, by James Bronson Reynolds and Commissioner Charles P. Neill, transmitted to Congress by President Roosevelt, the following passages occur:—

"In one well-known establishment we came upon fresh meat being shovelled into barrels and a regular proportion being added of stale scraps that had lain on a dirty floor in the corner of a room for some days previous."

"In another establishment equally well-known a hundred pounds of cooked scraps of beef and other meats. Some of these meat scraps were dry, leathery and unfit to be eaten, and in the heap were found pieces of pig-skin and even some bits of rope strands and other rubbish. Enquiry evoked the frank admission from the man in charge that this was to be ground up and used in making 'potted ham.'"

All of these canned products, the report says, bear labels which announce that the product has passed Government inspection and that its quality is guaranteed.

The report states that these labels are plainly designed to deceive the average purchaser, who naturally infers that the Government guarantees the contents of the can to be what it purports to be.

"In one of these instances, by the admission of the superintendent, the stock thus being related was over two years old. In the other case the superintendent evaded statements as to how old the goods were."

TUBERCULOUS EXPECTORATION. "Physicians state that tuberculosis is disproportionately prevalent in the stock yards, and the victims of this disease expectorate on the spongy wooden floors of the dark work rooms, from which falling scraps of meat are later shovelled up, to be converted into food products."

The ordinary decencies of life are completely ignored and there is no provision for the comfort of the employees. "In some instances what was called a rest room was simply one end of the privy, partitioned off by a six-foot partition from the remaining enclosure. A few girls were found using this, not only as a rest room, but as the only available place in which to sit to eat their luncheon."

Callous disregard is shown for comfort of the male and female employees. In rooms of low temperature they are sometimes subjected to nauseous drippings from above and have to stand in saw dust to keep their feet out of water."

In many cases girls of 16 and 18 years stand ten hours a day to work, which could be done as well when sitting down. The dripping and wet floors could be prevented at a very slight expense. In several establishments, the report says, well-managed restaurants are provided for the clerical force, but the men have no eating places whatever, and the eating-rooms for the women are ill-smelling and unsanitary. The conditions are a degradation to the morals and a menace to the health of the workers."

## DALNY AS A FREE PORT.

THE INCREASE OF JAPANESE STEAMSHIP FACILITIES.

A Tokio message to the *Mainichi* states that in connection with the conversion of Dalny into a free port the authorities concerned are anxious that steamship facilities for the convenience of passengers and freight to that port shall be extended and improved. It is recognised that Government assistance will be necessary in the case of the services between Japan and Dalny. The lines running between that port and Cheloo and Antsughien may, however, it is considered, be able to stand alone. The Government is of opinion that the number of steamers plying between home ports and Dalny should be greatly increased and the accommodation for passengers and cargo much improved, and it will be ready to give due assistance toward the attainment of this end. The subsidy of ¥120,000 which is being paid to the O.S.K. during the current financial year for its Dalny service is provided from the vote for the extraordinary war expenditure, but in future a grant for this purpose will be included in the ordinary Budget.

With regard to the facilities for dealing with shipping at Dalny, it is intended that either the Government or the South Manchurian Railway Company shall control the storehouses, jetties, etc., and establish a scale of charges at the lowest possible rates.

## COMMERCIAL.

BANK EXCHANGE.

	Bank T.T.	Bank T.T.
Do. demand	2 1/2	2 1/2
Do. 4 months' sight	2 1/2	2 1/2
France—Bank T.T.	2 1/2	2 1/2
America—Bank T.T.	2 1/2	2 1/2
G. money—Bank T.T.	2 1/2	2 1/2
India T.T.	2 1/2	2 1/2
Do. demand	2 1/2	2 1/2
Shanghai—Bank T.T.	2 1/2	2 1/2
Singapore T.T.	2 1/2	2 1/2
Japan—Bank T.T.	2 1/2	2 1/2
Do. demand	2 1/2	2 1/2

	Bank T.T.	Bank T.T.
4 months' sight L/C	2 1/2	2 1/2
6 months' sight L/C	2 1/2	2 1/2
30 days' sight San Francisco & New York	2 1/2	2 1/2
1 months' sight do.	2 1/2	2 1/2
30 days' sight Sydney and Melbourne	2 1/2	2 1/2
1 months' sight do.	2 1/2	2 1/2
6 months' sight do.	2 1/2	2 1/2
1 months' sight do.	2 1/2	2 1/2
Bank of England rate	2 1/2	2 1/2
Sovereign	2 1/2	2 1/2

## OPIMUM QUOTATION.

	Per picul	Per chest
Malwa New	910/910	877
" Old	950/980	845
" Older	1,000/1,050	807
" Oldest	—	815
Patna New	—	877
" Old	—	845
Benares New	—	807
" Old	—	815
Persian (Paper)	—	—

## To-day's Advertisements.

SHAMEEN, CANTON.

TO LET.

NO. 2, WEST END TERRACE.

THE HONGKONG LAND INVESTMENT &amp; AGENCY CO., LD.

Hongkong, 5th July, 1906. [703]

"GLEN" LINE OF STEAMERS.

FOR HAMBURG, ANTWERP AND LONDON.

THE Steamship

"GLENLOCH,"

Captain E. J. Stallard, will be despatched as above, on or about the 9th July.

For Freight, apply to MCGREGOR BROS. &amp; GOW.

Hongkong, 5th July, 1906. [705]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR,"

Captain W. D. A. Thomas, will be despatched for the above Ports, on WEDNESDAY, the 11th instant, at Noon.

For Freight or Passage, apply to DAVID SASSOON &amp; CO., LIMITED, Agents.

Hongkong, 5th July, 1906. [702]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 4 P.M. of the 7th instant, will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside, such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected.

DAVID SASSOON &amp; CO., LIMITED, Agents.

Hongkong, 5th July, 1906. [702]

## Intimations.

A SMALL SELECTION

FROM THE

ROBINSON PIANO Co.'s

STOCK OF

## GRAMOPHONE RECORDS.

DANILENO'S *Inimitable Comte Pater*. The Huntsman, Who does the house belong to, Going to the Races, The shopwalker, The Muffin man, Mrs. Kelly, McGlochel's men.

HARRY LAUDER'S *Famous Scotch Comic Songs*: Killiecrankie, Referee, Stop your Tickling Jock, I'm fu the noo, She is my Daisy, Mister John Mackay.

GEO. ROBEY. Prehistoric men, Poor thing, I live underneath, Kindness rewarded.

ARTHUR ROBERTS' Trial by Jury, Topsy Turvy, For Thee.

LOUIS BRADFIELD and FARKOA in songs from all the latest operas.

ANDREW BLACK. Annie Laurie, Piper O'D



## Shipping—Steamers.

OCEAN STEAMSHIP CO., LD.  
AND  
CHINA MUTUAL STEAM NAV. CO., LD.

## JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA  
AND SUMATRA PORTS.

## EUROPEAN SERVICE.

## OUTWARD.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	"LAERTES"	12th July.
GLASGOW and LIVERPOOL	"POLYPHEMUS"	12th "
GLASGOW and LIVERPOOL	"ACHILLES"	19th "
GLASGOW and LIVERPOOL	"ALCINOUS"	26th "
GLASGOW and LIVERPOOL	"DIOMEDES"	2nd August.
GLASGOW and LIVERPOOL	"TELEMACHUS"	2nd "
GLASGOW and LIVERPOOL	"PELEUS"	9th "
GLASGOW and LIVERPOOL	"CHING WO"	9th "

## HOMEWARD.

FOR	STEAMERS	TO SAIL
LONDON, AMSTERDAM & ANTWERP	"PROMETHEUS"	17th July.
* GENOA, MARSEILLES & L'POOL	"TEUCER"	20th "
LONDON, AMSTERDAM & ANTWERP	"PING SUREY"	31st "
LONDON, AMSTERDAM & ANTWERP	"ORESTES"	14th August.
* GENOA, MARSEILLES & L'POOL	"TYDEUS"	20th "
LONDON, AMSTERDAM & ANTWERP	"ACHILLES"	28th "
* HAVRE, ROTTERDAM & L'POOL	"ALCINOUS"	30th "

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

## THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL  
OVERLAND COMMON PORTS IN THE UNITED STATES  
OF AMERICA AND CANADA.

## EASTWARD.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBÉ, and YOKOHAMA	"OANFA"	6th July.
	"TELEMACHUS"	4th August.

## WESTWARD.

FROM	STEAMERS	DUE
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"TEUCER"	14th July.
	"TYDEUS"	15th August.

For Freight, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 5th July, 1906.

## CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
CEBU and ILOILO	"SUNGKIANG"	6th July.
CHEFOO and NEWCHWANG	"KWEIYANG"	7th "
SHANGHAI	"YCHOOW"	10th "
MANILA	"TAMINGO"	10th "
SWATOW, WEI-HAI-WEI, CHEFOO, and TIENSIN	"HUICHOW"	12th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THURSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"CHINGTU"	18th "

\* The Attention of Passengers is directed to the Superior Accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unvalued table. A duly  
qualified Surgeon is carried.\* Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through Rates for all New Zealand and other Australian  
Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 5th July, 1906.



## HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers  
between Hongkong and Manila.—Saloon midships—Electric  
Light—Perfect Cuisine—Surgeon and Stewardess carried.  
—All the most up-to-date arrangements for comfort of  
Passengers.CHINA AND MANILA  
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Date.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 7th July, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 14th July, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

Hongkong, 30th June, 1906.



## HONGKONG—NEW YORK.

AMERICAN ASIATIC  
STEAMSHIP CO.FOR NEW YORK via PORTS AND SUEZ CANAL.  
(With Liberty to Call at the Malabar Coast).

Steamship	About
"ANGLO SAXON"	10th July.
"JOHN HARDIE"	20th August.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,  
General Agents.

Hongkong, 19th June, 1906.

## Dentistry.

Dr. M. H. OHAUN,  
THE LATEST METHOD  
of the  
AMERICAN SYSTEM OF DENTISTRY,  
37, DES VROUX ROAD CENTRAL,  
From the University of Pennsylvania, U.S.A.  
Hongkong, 12nd July, 1905.TSIN TING.  
LATEST METHODS OF DENTISTRY.  
STUDIO AT NO. 14, D'AGUIAR STREET.  
REASONABLE FEES.  
Consultation Free.  
Hongkong, 10th July, 1904.

## Shipping—Steamers.

HAMBURG-AMERIKA  
EAST ASIATIC SERVICE.

## HOME-LINE.

STEAMERS	DESTINATIONS	TO SAIL
SPEZIA	SHANGHAI, YOKOHAMA AND KOBÉ	9th July.
SAMBIA	SHANGHAI, YOKOHAMA AND KOBÉ	18th July.
SAXONIA	SHANGHAI, YOKOHAMA AND KOBÉ	25th July.

## HOMEWARD.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN,  
LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE  
BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

STEAMERS	DESTINATIONS	TO SAIL
* RHENANIA	HAVRE, ANTWERP, BREMEN & HAMBURG, and NAPLES for Landing Passengers, (Calling at SPORE, PENANG & COLOMBO).	10th July.
SCHWARZBURG	HAVRE and HAMBURG, (Calling at SPORE, PENANG & COLOMBO).	24th July.
ALESIA	HAVRE and HAMBURG, (Calling at SPORE, PENANG & COLOMBO).	7th August.
SPEZIA	HAVRE and HAMBURG, (Calling at SPORE, PENANG & COLOMBO).	21st August.
* SILEZIA	NAPLES, HAVRE and HAMBURG, (Calling at SPORE, PENANG & COLOMBO).	4th Sept.

\* This steamer, specially built for the tropics, has splendid accommodation for first class  
passengers. Very large, well ventilated cabins, each provided with two beds (no bunks), sofa,  
table, two wardrobes, two washstands, electric fans, etc., large elegantly furnished saloons,  
smoking room, etc.The steamer is lighted throughout by electricity and carries Doctor, Stewardess and  
Washerman.  
The "RHENANIA" is to run regularly from Yokohama, Kobe, Shanghai, Hongkong,  
Singapore, Penang and Colombo to Suez, Port Said, Naples, Havre and Hamburg, to be  
followed by s.s. "HANSBURG," s.s. "HOHENSTAUEN," s.s. "SCANDIA," and s.s. "SILEZIA."

## COAST SERVICE.

STEAMERS	DESTINATIONS	TO SAIL
LYEEMOON	SHANGHAI	6th July, Freight and Passengers.
AMBRIA	SINGAPORE AND CALCUTTA	7th July, Freight.
LYDIA	SHANGHAI AND CHINKIANG	9th July, Freight and Passengers.
ITHAKA	SHANGHAI AND CHINKIANG	To follow.
DAPHNE	NAGASAKI AND WLADIVOSTOK	End of July, Freight and Passengers.

\* Taking Cargo on through Bills of Lading to Chemulpo, all Yangtze and Northern China ports.

For Freight and Passage, apply to  
HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE.For steamers of the Coast Service marked † to  
SIEMSEN & CO.

Hongkong, 5th July, 1906.

## INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

FOR	Steamship	On
SINGAPORE, PENANG & CALCUTTA.	"LAISANG"	FRIDAY, 6th July, 3 P.M.
MANILA.	"YUENSANG"	FRIDAY, 6th July, 4 P.M.

\* These Steamers have superior accommodation for First-class Passengers, and are fitted  
throughout with Electric Light.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,  
General Managers.

Hongkong, 5th July, 1906.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND  
SEA OF JAPAN, MOJI, KOBÉ AND YOKOHAMA.

## PORTLAND, OREGON.

OPERATING IN CONNECTION WITH

## THE OREGON RAILROAD AND NAVIGATION COMPANY.

Steamship	Tons	Captain	To Sail at Daylight on
"NUMANTIA"	4,370	Feldmann	WEDNESDAY, July 11th, at Noon.
"ARABIA"	4,483	Metsenthin	August 14th.
"ARAGONIA"	4,398	Ernst	September 5th.
"NICOMEDIA"	4,370	C. Meisner	September 16th.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and  
United States Ports. For through rates of Freight and further information, communicate  
with or apply to

S. SILVERSTONE, Acting General Agent.

## NIPPON YUSEN KAISHA.

## HONGKONG-SWATOW-BANGKOK LINE.

## FOR HANGKOK VIA SWATOW.

## THE Chartered Steamship

## "KANJU MARU,"

Captain — will be despatched as above, on  
or about TUESDAY, the 10th instant, at Noon.

To be followed by

## The Chartered Steamship

## "PROMETHEUS,"

Captain Cornwell, on or about TUESDAY,  
the 17th instant, at Noon.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA,  
Prince's Building.

Hongkong, 3rd July, 1906.

## "GLEN" LINE OF STEAMERS.

## FOR LONDON AND ANTWERP.

## THE Steamship

## "GLENESK,"

Captain J. Rafferty, will be despatched as  
above, on or about the 10th July.

For Freight and Passage, apply to

MCGREGOR-BROS. & GOW,  
Hongkong, 18th June, 1906.

## ORIENTAL PACIFIC LINE.

## FOR YOKOHAMA AND SAN FRANCISCO.

## THE Steamship

## "DAKOTAH,"

will be despatched for the above Ports, on or  
about the 10th of August.

For Freight and further particulars, apply to

SHEWAN, TOMES & CO.,  
Agents.

Hongkong, 28th June, 1906.

## Shipping—Steamer.

THE AMERICAN & ORIENTAL LINE.  
FOR BOSTON AND NEW YORK.  
(With Liberty to Call at the Malabar Coast).

## THE Steamship

## "JESERIC,"

Captain Thompson, will be despatched for the  
above Ports, on or about the 28th instant.

For Freight, apply to

ARNHOLD, KARBURG & Co.,  
Agents.

Hongkong, 4th July, 1906.

## Consignees.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "BAYERN,"

having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the hazardous  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Com-  
pany, Limited, Kowloon, whence delivery may  
be obtained.Optional Cargo will be forwarded unless  
notice to the contrary be given before 6 P.M.,  
TO-DAY, TUESDAY.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 10th instant, will be sub-  
ject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on TUESDAY, 10th instant, at  
9.30 A.M.All Claims must reach us before the 16th  
instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.

## NORDDEUTSCHER LLOYD.

MELCHERS & Co.,  
Agents.

Hongkong, 3rd July, 1906.

## NORDDEUTSCHER LLOYD, BREMEN.

## IMPERIAL GERMAN MAIL LINE.

## NOTICE TO CONSIGNEES.

## THE Steamship

## "PRINZ SIGISMUND,"

having arrived, Consignees of Cargo are hereby  
informed that their Goods, with the exception  
of Opium, Treasure and Valuables, are being  
landed and stored at their risk into the hazardous  
and/or extra hazardous Godowns of the Hong-  
kong and Kowloon Wharf and Godown Com-  
pany, Limited, Kowloon, whence delivery may  
be obtained.Optional Cargo will be forwarded unless  
notice to the contrary be given before 4 P.M.,  
TO-DAY.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remain-  
ing undelivered after the 9th instant, will be  
subject to rent.All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined on MONDAY, the 9th instant, at  
9.30 A.M.All Claims must reach us before the 14th  
instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the  
Undersigned.

## NORDDEUTSCHER LLOYD.

MELCHERS & Co.,  
Agents.

Hongkong, 2nd July, 1906.

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamer

## "DEVANHA,"

FROM BOMBAY, COLUMBO AND  
STRAITS.Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon where each  
consignment will be sorted out Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.This vessel brings on Cargo:—  
From London, &c., ex S.S. "Mooltan."  
From Italy.  
From Australia.  
From Calcutta.  
From Persian Gulf, ex B.I.S.N. and B. & P.  
S. N. Co.'s Steamers.Optional Goods will be landed here unless  
instructions are given to the contrary before  
6 hours.Goods not cleared by the 5th July, at  
4 P.M., will be subject to rent.No Fire Insurance will be effected by me in  
any case whatever.Damaged packages must be left in the  
Godowns for examination by the Consignees and  
the Company's representative at an ap-  
pointed hour.All claims must be presented within ten days  
of the steamer's arrival here after which date  
they cannot be recognized.No claims will be admitted after the Goods  
have left the Godowns.E. A. HEWETT,  
Superintendent.

Hongkong, 29th June, 1906.

## BOSTON TOW BOAT COMPANY.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "LYRA,"

FROM SEATTLE, YOKOHAMA, KOBÉ,  
MOJI AND MANILA.The above Steamer having arrived, Con-  
signees of Cargo are hereby requested to  
send in their Bills of Lading for Counter-  
signature, and to take immediate delivery of their  
Goods from alongside.Cargo impeding the discharge of the Vessel  
will be landed and stored at Consignees' risk  
and expense.No Fire Insurance will be effected by us in  
any case whatever.DODWELL & CO., LIMITED,  
Agents.

Hongkong, 29th June, 1906.

## Consignees.

FROM HAMBURG, ANTWERP, PENANG  
AND SINGAPORE.

## THE H. A. L. Steamship

## "ALESIA,"

Captain Lüning, having arrived from the  
above Ports, Consignees of Cargo are hereby  
requested to send in their Bills of Lading for  
counter-signature by the Undersigned and to  
take immediate delivery of their goods from  
alongside.Optional Cargo will be forwarded unless notice  
to the contrary be given before TO-DAY.Any Cargo impeding her discharge will be  
landed into the hazardous and/or extra hazar-  
dous Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Limited, and stored at  
Consignees' risk and expense.All Claims must be presented within ten  
days of the steamer's arrival here after which  
date they cannot be recognized.No Claims will be admitted after the Goods  
have left the Godowns, and all Goods remaining  
undelivered after the 9th July, 1906, will be  
subject to rent.All broken, chafed and damaged Goods are to  
be left in the Godowns, where they will be  
examined on the 9th July, 1906, at 3 P.M.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 2nd July, 1906.

POISONS THAT BATTLE  
DOCTORS.A YEAR'S WORK IN THE CHEMICAL  
EXAMINER'S DEPARTMENT.The annual report for 1905 of Captain Black,  
the Chemical Examiner to the Government of  
Bengal, is the subject of a well-deserved en-  
comium from the Inspector General of Civil  
Hospitals, Bengal, who endorses Captain  
Black's favourable report of his staff and adds  
a tribute to his own efficient supervision of  
the department. The Chemical Examiner and his  
staff are kept busy all the year round testing  
and analysing for various purposes articles and  
products which come to them from all quarters.It is in the work of the Medico-Legal Depart-  
ment that the chief interest of the report lies.Fifteen hundred and nineteen medico-legal  
cases were investigated, being mostly cases of  
poisoning by opium. The Police Surgeon of  
Calcutta sent the viscera of 93 human persons  
for analysis. In 49 cases he did not give  
any opinion as to the cause of death, and in 23  
of these poison was detected. In seven cases in  
which death was attributed to natural causes,  
poison was detected in three. In 80 cases sent by  
civil surgeons in which no opinion as to cause of  
death was given, poison was detected in 29; in 17  
cases in which death was attributed to natural  
causes poison was detected in four. Assistant  
Surgeons sent 215 cases, 59 cases of poison being  
detected in 125 of "no opinion," and two in 23  
of "natural causes." The Civil Hospital As-  
sistants sent 125 cases. Poison was detected in  
24 cases in which no opinion had been sent up,  
and in 6 cases out of 15 attributed to nat-  
ural causes.

## DIFFICULTY OF DETECTING ACONITE.

Some of these cases, as detailed by Assistant  
Surgeon Rai Chuni Lal Bose, Bahadur, are  
very striking. A case of aconite poisoning in  
which there was absence of the usual post  
mortem signs of gastro-intestinal irritation was  
referred by the Civil Surgeon of Tippera. The  
Civil Surgeon held the post mortem examina-  
tion on the body, and found the stomach  
and intestines all healthy. He ascribed death  
to syncope, but he was unable to ascertain the  
cause of syncope. As there was suspicion of  
poisoning in the case, he sent the viscera and  
the urine drawn from the bladder of the deceased  
for analysis. Aconite was detected in the  
viscera as well as the urine.Another case of aconite poisoning was re-  
ported by the Assistant Surgeon of Raniganj  
in which there was total absence of all post  
mortem signs of irritation. The police stated  
that some poison was administered with sweet-  
meats to one Niroda Bagdi and her son aged  
one-year. The mother and child both died.  
The Assistant Surgeon, who held the post  
mortem examination, noticed no abnormal  
signs in the stomach and intestines in either  
case; but as there was a history of poisoning,  
he sent the viscera of the mother and of the  
child for analysis. Aconite in marked quan-  
tity was detected in the viscera of both the  
persons.There were also several cases of aconite  
poisoning in country liquors, of datura poi-  
soning in toddy and of poisoning by yellow clea-  
nder taken in medicines.







## Mails.

MESSAGERIES  
MARITIMES  
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,  
SINGAPORE, BATAVIA,  
COLOMBO, AUSTRALIA,  
ADEN, EGYPT, MAR-  
SEILLES, LONDON.  
HAVRE, BORDEAUX, MEDITERRANEAN AND  
BLACK SEA PORTS.

## The S.S. "TOURANE."

Captain R. Girard, will be despatched for  
MARSEILLE on TUESDAY, the 10th  
July, at 1 P.M.  
Passage tickets and through Bills of Lading  
issued for above ports, and for Australia with  
prompt transhipment at Colombo.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:—  
S.S. *TONKIN* ..... 24th July.  
S.S. *ARNAND REHC* ..... 7th August.  
S.S. *ERNEST SIMONS* ..... 21st August.  
S.S. *CALEDONNIEN* ..... 4th September.  
S.S. *POLYNESIEN* ..... 18th September.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 27th June, 1906.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

STEAM FOR  
STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.  
(Through Bills of Lading issued for BATAVIA,  
PERSIAN GULF, CONTINENTAL AMERI-  
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

## "DELTA"

Captain C. L. Daniel, carrying His Majesty's  
Mails, will be despatched from this for  
BOMBAY, on SATURDAY, the 14th July, at  
Noon, taking Passengers and Cargo for the  
above Ports in connection with the Company's  
S.S. *Britannia*, 6,525 tons, from Colombo.  
Passengers' accommodation in which vessel is  
secured before departure from Hongkong.  
Silk and Valuable, all Cargo for France,  
and Tea for London (under arrangement) will  
be transhipped at Colombo into the Mail  
steamer proceeding direct to Marseilles and  
London; other Cargo for London, &c., will be  
conveyed from Bombay by the R.M.S. *Himalaya*,  
due in London on the 26th August, 1906.  
Parcels will be received at this Office until  
P.M. the day before sailing. The Contents and  
Value of all Packages are required.

For further Particulars, apply to  
E. A. HEWETT,  
Superintendent.

Hongkong, 30th June, 1906.

## NORTHERN PACIFIC LINE.

## BOSTON STEAMSHIP COMPANY.

## BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with  
NORTHERN PACIFIC RAILWAY  
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR  
VICTORIA, B.C. AND TACOMA,  
VIA  
MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Shawmut</i> .....	9,606	E. V. Roberts	27th July
<i>Tremont</i> .....	9,606	T. W. Garlick	22nd Aug.
<i>Lyra</i> .....	4,417	G. V. Williams	—

\* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,  
ATTENDANCE AND CUISINE, ELECTRIC  
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*  
are fitted with very superior accommodation  
for first and second class passengers. The  
large size of these vessels ensures steadiness  
at sea. Electric fan in each room.  
Barber's shop and steam-laundry. Cargo  
carried in cold storage.

For further information, apply to  
DODWELL & CO., LIMITED,  
General Agents.

Queen's Buildings,  
Hongkong, 3rd July, 1906.

REGULAR STEAMSHIP SERVICE  
TO NEW YORK.

VIA PORTS AND SUEZ CANAL,  
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.  
Steamship About  
"LOWTHER CASTLE"..... 25th July.

For Freight and further information, apply  
to

DODWELL & Co., LIMITED,  
Agents.

Hongkong, 23rd June, 1906.

## MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY  
FRESH MUTTON AND BEEF, at  
Moderate Prices.

Should patrons find any Meat supplied not  
to be fresh, full price will be refunded, on the  
return of the Meat to the Stall.

## TUNG WING,

No. 1 Stall, Central Market.  
Hongkong, 14th May, 1906.

KWONG SANG & Co.,  
No. 70, WELLINGTON STREET.

GENERAL DRAPERS, MANUFAC-  
TURERS and DEALERS in Ladies'  
and Children's Underwear, Silk, Fongee, Grass-  
cloth, Fancy and Piece Goods, &c.  
Latest style of Ladies' Blouses and Gentle-  
men's Shirts made to order.

TRIAL ORDER SOLICITED.

Hongkong, 1st February, 1906.

## Intimations.

## CUTLER, PALMER &amp; CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

	Per Case.
BRANDY	\$22.50
"	20.00
"	16.75
WHISKY, FINE MALT	20.00
" JOHN WALKER & SONS' OLD HIGHLAND	12.50
" G. P. & CO.'S SPECIAL BLEND	10.50
PORT WINE, INVALIDS	20.00
" DOURO	13.75
SHERRY, AMOROSO	20.00
" LA TORRE	16.00
BENEDICTINE, D.O.M.	40.50

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

## ACHEE &amp; CO.

ESTABLISHED 1859.

FURNITURE,

DEPOT

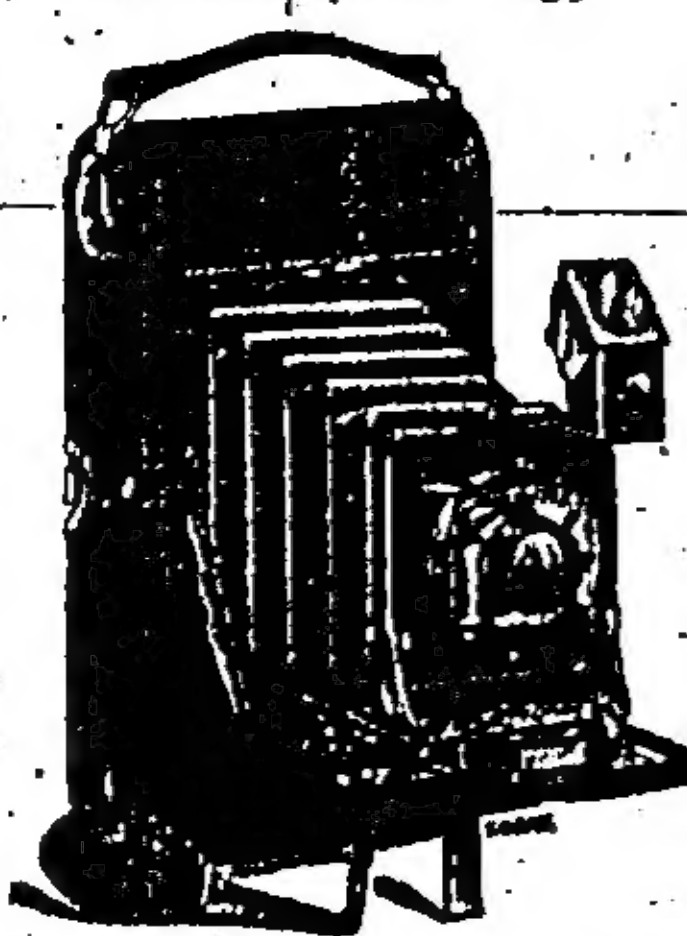
GENERAL HOUSEHOLD

REQUISITES

&c., &c., &c.

Telephone 256.

AMATEUR WORK receives PROMPT and CAREFUL ATTENTION.  
Hongkong, 16th May, 1901



EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

## SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.		LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$9,500,000 \$250,000 \$12,735 \$150,000	\$1,600,777	\$1 15/- div. and 1/2 bonus @ ex. 2/10/16 = \$26.87 for 2nd half-year 1905	5 1/2 %	\$820 sa. & b. London 42.5/-
National Bank of China, Limited	99,935	£7	£5		\$74,099	\$2 (London 3/6) for 1903		\$38
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	5 1/2 %	\$350
North China Insurance Company, Limited	10,000	£15	£5	£100,000 Tls. 100,000 Tls. 50,000	Tls. 302,053	Interim div. of 7/6 @ ex. 2/10 15/16 Tls. 2.62 on account 1905	5 1/2 %	Tls. 90 sellers
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$40,000 \$331,131 \$1,155,844 \$159,279 \$380,000 \$61,278 \$15,527 \$1,000,000	\$2,742,771	Interim div. of \$30 for 1905	4 1/2 %	\$810 sales
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$229,888 \$2,616	\$150,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$1,000,000 \$229,888 \$2,616	\$344,058	\$6 for 1904	7 %	185 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,220,928	\$422,618	\$25 for 1904	8 %	\$310
SHIPPING.								
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$6,000 \$254,638 \$400,000	\$6,583	\$1 1/2 for 1905	7 1/2 %	\$20
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$250,000 \$500,000 \$154,331 \$120,000	\$21,080	\$3 1/2 for year ended 30.6.1905	8 1/2 %	\$42 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$154,331 \$120,000 \$241,150 \$3,999		\$1 for 2nd half-year making \$2 for 1905	7 1/2 %	\$27
Indo-China Steam Navigation Company, Limited	60,000	£10	£10	Tls. 20,000 Tls. 20,000	£4,435	12/- @ 1/10 = \$6.29.51 for 1904	8 1/2 %	\$77
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 400,000 \$1,144	Tls. 23,156	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62 sellers
Do. (Preference)	100,000	Tls. 50	Tls. 50	Tls. 400,000 \$1,144	Tls. 23,156	Final Tls. 14 making Tls. 34 for 1905	7 %	Tls. 11 buyers
"Shell" Transport and Trading Company, Limited	3,000,000	£1	£1	\$65,000 \$32,957	\$107,815	1/- (Coupon No. 6) for 1905	4 1/2 %	27/6 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	Tls. 98,000 Tls. 350,479 Tls. 48,000 Tls. 87,200	\$218	\$1.50 for year ending 30.4.1906 \$0.75	5 1/2 % 3 1/2 %	\$30 \$21
Taku Tug and Lighter Company, Limited	10,000	Tls. 50	Tls. 50	Tls. 13,913		Final of Tls. 2 making Tls. 4 for 1905	9 %	Tls. 45 sellers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$450,000 \$86,129	140,914	Final of \$15 making \$25 for 1905	16 1/2 %	\$150
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	Dr. \$132,588	\$3 for 1897		\$20 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 24 for year ending 30.9.04		Tls. 100 sales
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£80,000 £26,011	£13,355	1/- (No. 6) interim div. for 12 months ending 28.2.06	7 %	Tls. 9.50 sellers
Central Consolidated Mining Company, Limited	500,000	G. \$10	G. \$10	none	G. \$909,050	Final of 50 cents making G. \$1 for 1905	7 %	G. \$14
Faeb Australian Gold Mining Company, Limited	50,000	£1	£1	£4,873	Dr. £8,745	No. 12 of 1/- = 48 cents		\$3 1/2 buyers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$70,000	\$8,915	\$1 for 1905	6 %	\$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	\$50	\$50	\$50,000 \$65,160 \$20,000	\$20,040	Final of \$33 making \$6. for 1905	6 %	\$103 buyers
Hongkong and Whampoa Dock Company, Ltd.	10,000	\$50	\$50	\$49,500	\$362,232	\$6 for second half-year making \$12 for 1905	8 %	\$150
New Amoy Dock Company, Limited	10,000	\$4	\$4	\$88,000	\$2,221	\$1 for 1905	5 1/2 %	\$18
Shanghai Dock and Engineering Co., Ltd.	15,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 489,210 Tls. 57,065	Tls. 34,924	Interim of Tls. 4 for year 1905/6	11 %	Tls. 108 sales
Shanghai and Hongkew Wharf Company, Limited	32,000	Tls. 100	Tls. 100	Tls. 30,000	Tls. 57,665	Final of Tls. 8 making Tls. 14 for 1905	6 1/2 %	Tls. 222 sales
Yangtze Wharf and Godown Company, Limited	7,000	Tls. 100	Tls. 100		Tls. 5,668	Tls. 18 for 1905	8 1/2 %	Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	none	none	First year		Tls. 100
Star House Hotel Company, Limited (Shanghai)	7,000	\$25	\$25	\$14,516	\$9,028	\$2 1/2 for year ended 30.6.1905	8 %	\$31 buyers
Central Stores, Limited	6,000	\$15	\$15	none	\$4,719	\$2.40 on \$12 for 1905	13 1/2 %	\$18 sales
Do. (new issue)	24,000	\$15	\$15	none		7 % on \$7 1/2 for 1905		\$154 buyers
Do. (Founders)	123	\$15	\$15	none		None		\$300 buyers
Hongkong Hotel Company, Limited	2,000	\$50	\$50	\$648,975 \$24,071	1619	\$5 for second half-year making \$10 for 1905	7 1/2 %	\$127 1/2
Hongkong Land Investment and Agency Co., Ltd.	10,000	\$100	\$100	\$250,000	\$67,830	Final of \$34 making \$7 for 1905	6 %	\$114
Hotel des Colonies Company, Limited	2,000	Tls. 25	Tls. 25	Tls. 20,723	Tls. 1,935	Final of 6 % = 20 % for 1905	14 1/2 %	Tls. 15
Hotel Metropole Company, Limited	2,000	\$100	\$100	none	\$4,699	Final of \$6 making \$10	10 %	\$100
Empire Estate & Finance Company, Limited	100,000	\$10	\$10	\$50,000	\$5,070	80 cents for 1905	7 1/2 %	\$11 buyers
Lawson Land and Building Company, Limited	6,000	\$50	\$50		\$374	\$2 1/2 for 1905	6 1/2 %	\$38 sales
Shanghai Land Investment Company, Limited	52,000	Tls. 50	Tls. 50	Tls. 869,491 Tls. 170,000	Tls. 52,194	Final of Tls. 3 making Tls. 6 for 1905	5 1/2 %	Tls. 111 buyers
West Point Building Company, Limited	12,500	\$50	\$50	none	\$772	Final of \$1.90 making \$3.65 for 1905	7 %	\$53
COTTON MILLS.								
Iwe Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	Tls. 45,939	Tls. 100,000	Tls. 8 for year ended 31.10.1905	11 1/2 %	Tls. 68 sales
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	\$30,000	\$23,264	\$1 for the year ending 31.7.05	7 %	\$14 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 100,000	Tls. 18,718	1 % n/c 1898		Tls. 61 sellers
Loou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 30,760	Tls. 8 for 1905	11 1/2 %	Tls. 70 sales
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 18,466	Tls. 35,986	Tls. 25 for 1905	8 1/2 %	Tls. 300 sellers
MISCELLANEOUS.								
Anglo-German Brewery Company, Limited	4,000	\$100	\$100	none	\$1,066	\$7 for 1905	7 1/2 %	190 sellers
Bell's Asbestos Eastern Agency, Limited	1,200	12/6	12/6	£814	\$836	1/3 per share for 1905	8 1/2 %	\$7 ex div.
Campbell, Moore & Co., Limited	8,604	\$10	\$10	\$9,000	\$1,097	\$3 for 1905	9 1/2 %	\$32
China-Borneo Company, Limited	70,000	\$12	\$12	none		\$1 for 1904		\$7 buyers
China Flour Mill Co., Limited	4,000	Tls. 50	Tls. 50	Tls. 50,000	Tls. 889	Final of Tls. 5 making Tls. 10 for 1905	12 1/2 %	Tls. 79 sellers
China Light and Power Company, Limited	10,000	\$10	\$10	none	\$1,219	60 cents for year ended 28.2.06	6 %	\$10
China Provident Loan & Mortgage Company, Ltd.	100,000	\$10	\$10	\$8,000	\$1,581	80 cents for 1905	9 %	\$9
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$2,864	\$2,864	\$1.20 for year ending 31.7.1905	7 1/2 %	\$16
Green Island Cement Company, Limited	150,000	\$10	\$10	\$410,000 \$500,000	\$52,294	\$2 dividend and 50 cents bonus for 1905	9 %	\$28
Hall & Holt, Limited	21,000	\$20	\$20	\$186,000	\$20,893	\$2 1/2 for year ending 28.2.06	11 %	\$23 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$3,568	165 cents for 10 months ending 28.2.06	8 %	\$15 sales
Hongkong High-Level Tramways Company, Ltd.	1,250	\$100	\$100	\$50,000	\$2,796	\$15 for year ending 30.11.1904	6 1/2 %	\$235
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$180,000	\$2,776	Final of \$15 making \$19 for 1905	8 %	\$240 buyers
Hongkong Rope Manufacturing Company, Ltd.	50,000	\$10	\$10	\$61,000	\$5,813	\$9 for 1905 on 5 shares	6 1/2 %	\$20
Hongkong Steam Waterboat Company, Limited	15,000	\$10	\$10	\$2,500	\$88	Final of 50 cents making \$1 for the year	11 %	\$20
Maatschappij tot Mijl. Bosch en Landbouwen- plooiatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 547,500 Tls. 27,603	Tls. 10,374	second interim div. of Tls. 7 1/2 making Tls. 15 so far s/c yr. ended 31.10.06	10 %	Tls. 227 1/2 buyers
Philippine Company, Limited	67,500	\$10	\$10	none	Dr. P. 34,324	None		\$5 buyers
Shanghai Gas Company, Limited	16,000	Tls. 50	Tls. 50	Tls. 165,000	Tls. 11,017	Tls. 3 1/2 final & Tls. 2 1/2 bonus making Tls. 8 1/2 1905	6 1/2 %	Tls. 134 1/2 sellers
Shanghai Horse Bazaar Co., Ltd.	5,400	Tls. 50	Tls. 50	Tls. 45,000	Tls. 9,751	Tls. 6 for 1904	11 %	Tls. 55 sellers
Shanghai Pulp and Paper Company, Limited	4,500	Tls. 100	Tls. 100	Tls. 37,000 Tls. 8,000 Tls. 24,800 Tls. 25,000	Tls. 2,753	Final of Tls. 3 making Tls. 14 for 1905	9 1/2 %	Tls. 147 1/2 sellers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20		Tls. 1,452	Final of Tls. 3 making Tls. 5 for 1905	6 1/2 %	Tls. 73 sales
Shanghai Waterworks Company, Limited	7,200	£20	£20	Tls. 190,000	Tls. 85,592	Final of \$7/6 making \$2/6 for 1905/6		Tls. 365 sellers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$41,934	First year		Tls. 280 sellers
Steam Laundry Company, Limited	20,000	\$5	\$5	none	\$1,134	50 cents for year ended 31.5.05	8 1/2 %	\$6
Sze-chuan Waterworks Company, Limited	2,000	Tls. 100	Tls. 100	Tls. 15,295 Tls. 4,000	Tls. 1,012	Interim of Tls. 4 for year 1905/6	7 1/2 %	Tls. 110
United Asbestos Oriental Agency, Limited	9,000	\$10	\$10	\$22,000	\$551	80 cents for year ended 31.5.1905	9 %	\$9
Do. (Founders)	100	\$10	\$10			\$19.80	11 %	\$180
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	\$300,000 \$25,000	\$7,734	Final of 50 cents making \$1 for 1905	7 1/2 %	\$13 buyers
William Powell, Limited	15,000	\$10	\$10	\$4,500	\$676	Interim div. of 50 cts. for the year 1905/6	10 %	\$10 1/2 sales